

EAST AND WEST HAVE JOINED HANDS.

The National Irrigation Congress a Glorious Success in Its Unity—Strong Principles Evolved.

(BY DIRECT WIRE TO THE TIMES.)

CHICAGO (ILL.) Nov. 22.—[Exclusive Dispatch.] Though the papers read before the National Irrigation Congress today were splendid, yet they were less interesting to those who have long been advocating national irrigation than were the discussions. These latter, reflecting a wide public sentiment, show how thoroughly men from all over the country have gotten together upon the great principles of national irrigation, differing only upon the mere details. Senators, Congressmen, lawyers and professional men, more than two dozen, discussed this problem, the chief point of discussion being as to whether the Federal or the State government should distribute the water.

The strong current of sentiment in the convention is evidently in favor of concentrating energy on the things the West absolutely agreed on, which are expressed in the motto adopted by resolution: "Save the forests and store the floods." George H. Maxwell strongly urged this policy, and it was plain that he struck a responsive chord in the audience.

A striking feature of the discussion has been the evident interest and knowledge on the subject displayed by eastern men in attendance. J. C. Brady of the Wheeling Hinge Company of Wheeling, W. Va., said that the West had not itself awakened to the magnitude of this great question. The West, he said, should ask for \$5,000,000 a year for water storage.

The sentiments expressed in the discussion show that there was also an enthusiastic approval of the fundamental idea of uniting the ownership of land and water by making the ownership of water appurtenant to land, and making beneficial use the basis of measure and limit of the right to water for irrigation. Also that the public lands should be held for home-builders after they had been provided with water for irrigation.

The western delegates were surprised at the character and enthusiasm of the eastern delegates, and the latter are surprised that the West has not enlightened the East on this problem long ago and been less modest in their demands at Washington.

Hon. Thomas Knight of Kansas City gave one of the best thoughts. Agriculture was but one good result from this policy, vast mining and other industries would be made possible after the desert had become a land of homes. Whenever a dollar can be made, after an irrigation development which could not have been made before, that dollar should be credited to the

wisdom of this irrigation policy.

On committees the following California men were chosen: Permanent Organization, Charles B. Booth, Los Angeles; Resolutions, Scipio Craig, Redlands; Credentials, A. D. Bishop, Orange; Rules and Order, President F. L. Ferguson, Pomona College; Secretary, GOV. ROOSEVELT'S INTEREST.

(BY DIRECT WIRE TO THE TIMES.) CHICAGO, Nov. 22.—[Exclusive Dispatch.] "The problem of the development of the Greater West is in larger part a problem of irrigation. I earnestly believe in the nation's government giving generous aid to the movement."

With these words, conveyed by letter, owing to inability to be present in person, Vice-President-elect Theodore Roosevelt placed himself on record last evening as being heartily in sympathy with the aims of the National Irrigation Congress. His letter, read at the meeting at the Auditorium, went even further than this, for it contained his practical promise of assistance in the effort which will be made from now on for government aid to irrigation, and his appeal to all "far-sighted citizens" to interest themselves in a movement which will benefit the entire nation.

Gov. Roosevelt's letter was all the more welcome because it was directly in line, as regards its point of view, with the feeling of the congress, as developed in the discussions which had lasted all through the day. It was a paper on the construction of great storage reservoirs by the government for the general use of entire districts of farmers, read by Capt. Hiram Chittenden, Engineer Corps, U.S.A., which started the discussion, and perhaps of the delegates to the congress found a chance to support the project with strong words. Gov. Roosevelt's letter in part is as follows:

"I believe to the last the vital necessity of preserving the forests, especially throughout the plain and Rocky Mountain regions. The problem of development of the Greater West is in a large part the problem of irrigation. I earnestly believe in the national government giving generous aid to the movement, for it is not possible and would not be wise to have this storage work done merely through private ownership, and owing to peculiar necessities of the case, much of the work must be done by the national and not by any State government."

"We are just getting to understand what is involved in the preservation of our forests. Not only is an industry at stake which employs more than half a million of men, the lumber industry, but the whole prosperity and development of the West, and, indeed, ultimately of the entire country, is bound up with the preservation of the forests. Right use of the forests means the perpetuation of our supply of wood and water. Therefore we cannot be satisfied with anything short of exact, responsible management of the national forest reserves and other national forest interests."

The forest reserves must be cared for by the best trained foresters to be had, just as the storage reservoirs must be built and maintained by the best engineers. There is the same need of trained skill in handling forests in your best interests as there is in building great dams which will some day bring population and abounding prosperity to the vast stretches of the so-called desert in the West."

"Without pretending to outline definitely a working scheme, I venture to point out that without the attainment of the following objects your plans must measurably fail:

"1. Government study of streams upon which your plans depend.
"2. Government construction and control of great irrigation plants.
"3. The preservation of forests by the extension of a forest reserve system, hence of government control of the forests.
"4. National protection, use of forests under expert supervision.
"5. I urge you to see to it that private owners of forests in the West and East alike understand that timber can be cut without forest destruction (the Department of Agriculture will tell them how) and that ownership of water rights in arid country and of forest lands anywhere, entails public as well as private duties and responsibilities."

The Resolutions Committee was instructed to embody the salient points of Capt. Chittenden's argument in their report.
At the afternoon session, Col. H. B. Maxson, secretary of the congress, made his annual report.

"SAVE THE FORESTS: STORE THE FLOODS."

MOTTO SUGGESTED FOR THE IRRIGATION CONGRESS.

Numerous Interesting Papers Presented Yesterday—Movement to Have Committee Set Forth Aims and Purposes of the Gathering.

(BY THE NEW ASSOCIATED PRESS.—P.M.) CHICAGO, Nov. 22.—The National Irrigation Congress got down to business today. President Eldwood Meade of Wyoming presided. Scipio Craig of California made a motion that the motto of the congress be "Save the Forests and Store the Floods," and that a committee on resolutions be instructed to draft a memorial setting forth the objects of the congress, and showing the importance of the reclamation of the arid lands in the United States and to report Saturday. Capt. Hiram M. Chittenden of the United States Engineer Corps delivered an address.

Capt. Chittenden said in part: "The industrial growth of any country and its capacity for a high civilization depend in an eminent degree upon its agricultural development. In the western portion of the United States this development is limited by the

(CONTINUED ON FIFTH PAGE.)

MILLIONS IN IT INSURE SUCCESS.

Launching of the Great Salt Lake Road Enterprise Which Means So Much to Los Angeles.

(BY DIRECT WIRE TO THE TIMES.)

SALT LAKE (Utah.) Nov. 22.—[Exclusive Dispatch.] After an all-night and all-day session, the Los Angeles and Salt Lake Railway has been fully organized. The Empire Construction Company was formed at the same time for the purpose of equipping and building the road, and in the process of organization is a development company to look after the development of the resources of the country traversed by the railroad.

Never in the history of Utah has so important a project been started, a project that is of even greater importance to California. Salt Lake has been filled with men of millions, mining experts, engineers and contractors, and in the long session of the magnates a wonderful amount of business was cleaned up.

Senator W. A. Clark and J. Ross Clark left for Los Angeles today. They will be followed tomorrow by Vice-President T. E. Gibbon and Charles Clark of Missouri. They go to Los Angeles to effect the transfer of Terminal property to the new company, after which the articles of incorporation will be filed.

The Los Angeles and Salt Lake Railway has a capital stock of \$25,000,000, of which \$2,500,000 is paid up. The officers and directors are W. A. Clark of Montana, president; R. C. Kerens of St. Louis, first vice-president; J. Ross Clark of Los Angeles, second vice-president; T. E. Gibbon of Los Angeles, third vice-president and general counsel; T. F. Miller of Los Angeles, secretary; W. S. McCormick, Reed Smoot, Thomas Kearns of Salt Lake; E. W. Clark of Ophir, Utah; Charles W. Clark of Montana; Perry S. Heath of Muncie, Ind.; George B. Leighton of St. Louis, directors. F. K. Rule of Los Angeles is treasurer, but not a director. Other incorporators are Charles Clark of St. Louis, David Keith, C. O. Whittemore of Salt Lake, W. B. Clark of Kansas City, Richard Kerens, Jr., A. H. Handlan and S. A. Bemis of St. Louis.

The officers and directors of the Empire Construction Company are J. Ross Clark, president; George B. Leighton, vice-president; H. E. McKee of Los Angeles, secretary. W. A. Clark, W. S. McCormick, David Keith, Reed Smoot, R. C. Kerens, T. E. Gibbon and T. F. Miller, directors. This company is incorporated for \$10,000,000, of which \$100,000 is paid up. The organization of a development company is left to a committee consisting of Messrs. Keith, Kerens, Gibbon and McCormick.

The route is not specifically stated as to the main line, but it is to be built by the best and most practicable route. The line of railway will run from Salt Lake to Los Angeles, with branches to Deep Creek and to Cedar City, the former being the great gold and silver section, and the latter the coal and iron lands. The company will also build many spurs and branches in and around Los Angeles, San Pedro and other points, so as to form a network of feeders at the western terminus.

The headquarters of all the companies will be at Los Angeles, with a branch office at Salt Lake. Work on the San Bernardino extension and at other points in California will be pushed with vigor, and later on work will be commenced at the Utah end. The Pioneers' Square being assured for the passenger terminal gives the new road an entrance to the heart of the business center of Salt Lake, and nearer all points of commerce and interest than any other railroad depot.

The Times correspondent has just left Messrs. Gibbon, Kerens, Leighton and others, and they are delighted at the prospects. Mr. Gibbon says: "The line will be built as quickly as money can build it. There is not one barrier to overcome before the people of the City of Saints can become acquainted with those of the City of Los Angeles by making a twenty-four hour trip over the new road. Eminent success has crowned the efforts of all who have in any way been working for this project. It is a great day for Los Angeles."

CONTINUED ON FOURTH PAGE

With Dates of Events.

OPHEUM.—Remember That FLOWER DAY is Next Wednesday! CAMILLE D'ARVILLE! NORMAN FAMILY. JESSIE COUTHOU. PRELLE'S TALKING DOGS. AND BLAND. SANSONE AND DELIA. WORLD AND HAWT. THE BIOGRAPH.

ANGELES THEATRE.—H. C. WYATT & CO. Managers. Tonight, Matinee Tomorrow and Tomorrow Night. FITZGERALD MURPHY Presents the Whirlwind Society Forces. "Those Baby Are You?" Written by Mark E. Swan, author of "Brown's in Town."

OSCO'S BURBANK THEATRE.—OLIVER MOROSCO, Lessee and Manager. Tonight and All Week. Usual Matinee. THE OLIVER-LESLIE COMPANY, presenting the great New York melodramatic success, "MAN'S ENEMY."

MENTS AND ENTERTAINMENTS.—With Dates of Events. BLANCHARD HALL.—EDWARD BAXTER PERRY, Celebrated Blind Pianist. TWO RECITALS ONLY, Tuesday and Wednesday Evenings, Dec. 4 and 5. Advance Sale of Seats, Monday morning, Nov. 26, at 9 o'clock at Bartlett & Co's, Blanchard Building. 50c, 75c and \$1.00.

MORRIS & ROWE'S Big Trained Animal Shows. Monday, Tuesday, Wednesday and Thursday, Nov. 26, 27, 28, 29. Performance Daily at 3 and 8 p.m. at the corner of ELEVENTH and FLOWER STREETS. Grand Free Street Parade Monday morning at 11 o'clock.

Next Sunday Afternoon, Nov. 25th. The race 3:15 p.m. Ten Races, including the Big Match Race—15 Miles. NELSON vs. LAWSON.

BLANCHARD HALL.—Tonight. LECTURE BY Prof. Louis Dyer Of Oxford, Eng. Subject—"HELEN OF TROY."

MEBALL.—Fiesta Park.—Series of Five Games. Tonight, Nov. 22, 23, 24, 25, 26. First of \$100.00. Admission 5c. Ladies Free.

WICH FARM.—South Pasadena.—100 GIGANTIC BIRDS. Boas, Plumes and Pens of Profound Price.

HER ROUTES OF TRAVEL.—The California Limited on Santa Fe leaves Los Angeles at 6:15 p.m. Tuesday, Thursday, Saturday, with Dining Car, Pullmans and all the fixings, going through to Chicago in 66 hours.

Quick Train. The California Limited on Santa Fe leaves Los Angeles at 6:15 p.m. Tuesday, Thursday, Saturday, with Dining Car, Pullmans and all the fixings, going through to Chicago in 66 hours.

SANTA CATALINA ISLAND.—Three and one-half hours from Los Angeles. Holds the World's Rod and Reel Fishing Record.

through the plain bottom boat and 10 fathoms of Catalina's crystal waters an ocean of living wonder. The great stage ride and golf links, exhibit of living fish and animals. Hotel Metropole always open. Steamer service except Fridays from San Pedro wharves connecting with the Pacific and Terminal wharves, leaving Los Angeles at 9:05 and 6:00 a. m. Fare, round trip \$2.75; Excursion round trip \$2.00. Sunday excursion 25c. Hours on the island; other days about 33 minutes. Phone Main 36. BANNING CO., 222 S. Spring St., Los Angeles.

M. T. LOWE RAILWAY.—"Grandest Scenic Trip on Earth." Saturday and Sunday \$1.75 (Round trip). "Lowest rate ever made." Last days of these half rates. Magnificent mountains and valley views since the recent rains. Take dinner at Yo Alpine Tavern; 2c extra. Service cars daily. Passenger and Ticket office, 238 S. Spring Street. (Hilton Block). Telephone Main 908.

FRANCISCO.—Inclining North and South—No Stops. Merchants Independent Line Steamers. Rte. Santa Barbara. Frt. Ste. Rte. 1st-class. \$1.25 Second-class. Office 238 S. Spring St., Tel. M. 908. C. J. Lehman, Agent.

SPECIAL ANNOUNCEMENTS.—M. W. Stewart Co. Manufacturers and Wholesale Grocers. 1115 S. Los Angeles St.

CHARBONS.—"Every Picture a work of Art." H—MEDALS—If you desire to see the most favorable exhibition of pictures in the world, visit the exhibition at the World Building, 238 S. Spring St., Los Angeles.

WINE CO.—Main 332.

BIG & CO.

Beautiful Santa Barbara. November and December the most pleasant months to visit this charming city. Ocean bathing every day. Perpetual May climate. E. P. DUNN, Proprietor.

ATICK HOUSE.—Cor. First and Main Sts., Hart Bros., props. "The Grand Hotel," remodeled, 75 additional rooms, all newly furnished, every convenience. Elevator. American plan, \$1.25 to \$3.00, latter including meals, with private bath. European plan, 50 cents up.

STEVENS, 74

BIG FIGHT BREWING.

Allies May Take Field Again.

Danger of an Uprising Against Emperor.

Negotiations at Peking also in a Bad Tangle.

Ministers Begg Upon Getting the Heads of the Wicked. Alarm About Czar.

(BY DIRECT WIRE TO THE TIMES.)
WASHINGTON, Nov. 12.—[Exclusive Dispatch.] Chinese affairs never were in a more complicated and hopeless condition than they are today. New engagements appear to be coming up all the time, and while these are dragging along, the danger that the Boxer troubles will break out again in different parts of the Empire are increasing.

Nothing lately has been heard about troubles in Southern China, where some time ago there was great danger in the uprising directed against the Chinese government itself, and this appears again to be coming to the fore, so there is a probability that the allied troops will be obliged to take the field again soon to put down these disturbances. Any such happening would increase the claims which the powers have against China, and so put off still further the day of final settlement.

But leaving this possibility of the question, the negotiations at Peking have got into such a tangle that it seems almost an impossibility to unravel them. Conger's latest dispatch shows that the Ministers are determined that nothing short of decapitation shall be a sufficient punishment for the leaders of the Boxers, and even Conger's view appears now to be taking this view. It is known here that China will agree to the infliction of this punishment.

The continued illness of the Czar of Russia also excites alarm here. His death was actually reported here tonight, but promptly denied at the Russian Embassy. However, it is admitted that the Czar is very sick now, and if his illness should terminate fatally, it would mean that his uncle, the Grand Duke Michael, would ascend the throne and surround himself with military men like himself. That surely would make for instant trouble in China.

EMPEROR'S LIFE MIGHT BE ASSAULTED.

ONE REASON WHY THIS COUNTRY WOULD GO SLOW.

Execution of the Princes Would Cause an Uprising That Might Wipe Out All Foreigners—Apprehensions About Czar.

(BY THE NEW ASSOCIATED PRESS.—A.M.)
NEW YORK, Nov. 12.—According to a special from Washington to the Herald, Minister Conger's dispatch to Secretary Hay, asserting his belief that the punishment of Chinese leaders imposed by the Chinese government is inadequate, is opposed to the opinion held by the President and the Secretary of State. Another important development in the situation is that Germany has proposed that, as a condition to continuing the negotiations, China be compelled to execute the eleven Princes and officials alleged to be responsible for the Chinese outrages. This condition is very drastic, to the administration, which is expected to take steps to secure its modification.

Conger's message was in response to an inquiry from Secretary Hay, sent immediately after the presentation of the decree to this government by Minister Wu. The Secretary called that the United States did not intend to pursue a policy of vengeance, but stated that, because of Minister Conger's experience, the President necessarily left in his hands the determination of whether the punishments imposed were adequate. Secretary Hay also urged him to take into full consideration the attitude of the imperial government to carry out more severe sentences.

It is evident to the officials that the siege through which Conger and other Ministers went last summer has angered them against the Chinese and caused them to be foremost in demanding blood expiation. In the hope of deterring Minister Conger from any idea of vengeance, W. W. Rockhill was sent to Peking as his adviser. It is an open secret that the authorities would have preferred the reference of the negotiations to a committee composed of commissioners, three in number, appointed by each power, but this plan failed of accomplishment.

The proposal of Germany that the continuance of negotiations depend upon the execution of the Princes and officials thought responsible for the outrages is another form of the proposition submitted to the Washington government several weeks ago by Baron von Sternberg, the German chargé d'affaires. Germany proposed at that time, as a condition precedent to negotiations, that the Chinese government be compelled to surrender the first and real perpetrators of the crimes committed against international law.

The response of the United States was that it could not join a demand of

this character; that China should be given an opportunity to punish the criminals, and that provision for their punishment should be made in the negotiations for final settlement. The President is considering the new German proposal, and he will probably decline to agree to it, suggesting some modification that may lead to a satisfactory solution. An official statement that some of those condemned by the Ministers are powerful Princes and officials controlling Chinese forces, it is plain that unless the imperial government is desirous of carrying out the ultimatum of the foreign representatives and is able to arrest the culprits quickly, they are likely to combine in their own defense. The possibility is suggested that they might kill the Emperor. Such an act would be the signal of an anti-foreign outbreak all over China, and would have consequences which the authorities are unable to contemplate.

BLOODTHIRSTY CONGER.

DOES NOT SUIT WASHINGTON.
(BY DIRECT WIRE TO THE TIMES.)
WASHINGTON, Nov. 12.—[Exclusive Dispatch.] Another crisis is fast approaching in Chinese affairs, and the American government is assuming an attitude of great positiveness in its condemnation of the action of the powers. An official statement that some have been dispatched from the State Department to various European governments concerning the attitude of these nations, which insist in demanding of China so much more than China can pay, and that whatever can be made toward a settlement.

Reports from Peking show the combined demands of the various powers amount to about \$500,000,000 indemnity. This is far more than China can pay, and the Chinese could not pay it if they would, and they frankly say so. If these outrageous demands should be persisted in, they will have to be presented by a minority of the powers, for it is already certain that the great nation will not join in pressing them. The United States favors the punishment of all guilty Chinese officials, but it does not favor punishing them before they are caught, nor without due trial. The United States favors inflicting upon China a fine as great as the country can bear, but no greater.

There is serious dissatisfaction here with the work of Minister Conger, and if that official had not recently passed through a most trying siege, it is probable that he would be recalled. Conger is not carrying out the wishes of the President, and instead of being in sympathy with the policy of the administration, he has fallen under foreign influences, and is pressing hard for a big indemnity and plenty of blood.

ALLIES WANT MORE.

DENOUNCE PUNISHMENT EDICT.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
LONDON, Nov. 12.—[By Atlantic Cable.] "None of the foreign envoys" says the London correspondent of the Morning Post, writing yesterday, "have written strong letters denouncing the punishment edict, and declaring that Tung Fu Hsian must be punished. Dr. Von Munst von Schwarzenstein, the German Minister here, told Li Hung Chang that the foreign powers must themselves punish the guilty officials."

A Washington dispatch says Capt. W. M. Meredith of Illinois has been appointed chief of the Bureau of Engraving and Printing.

SAN DIEGO HARBOR WORK.

Mr. Needham Will Soon Begin Work For a Lump Appropriation.

(BY DIRECT WIRE TO THE TIMES.)
WASHINGTON, Nov. 12.—[Exclusive Dispatch.] Next Monday or Tuesday Representative Needham of California, who arrived here yesterday, will appear before the River and Harbor Committee of the House and urge an appropriation of \$225,000 for the improvement of San Diego harbor. Needham will ask that this entire amount be appropriated in a lump sum, and if the committee does not care to make such a large lump appropriation he will ask that a smaller appropriation be made, but that the Secretary of War be authorized to make a continuing contract to cover the entire work.

The engineers' department of the War Department has reported that this amount will be needed to make a good job at San Diego, and the War Department will be asked to act upon Needham's request for an appropriation which will place the completion of the work in sight. Small appropriations have in the past been made for this work, but after they were expended nothing further has been done because Congress would make no further appropriations. Needham did some missionary work for San Diego last season, and has things in pretty fair shape to make an impression upon members of the River and Harbor Committee.

Needham says the California delegation is going to make a fight again this winter against the ratification of the French and Japanese reciprocity treaties. He says the people on the coast have not lost in this fight and if the treaties are brought up they will pitch into them as vigorously as they did years ago.

WHOLE COUNTRY BENEFITED.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
SUISEIN, Nov. 12.—General relieving prevails among farmers, orchardists and dairymen throughout Soiano county. In Suisein the rainfall was 4.25 inches, Green Valley, 4.35; Suiteau Valley, 5.52. From the Vacaville fruit belt and the great grain-raising district between Suisein and Rio Vista, reports of bounteous precipitation are sent.

COLORADO GALE.

RAILROADS HEAVY SUFFERERS.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
DENVER, Nov. 12.—It is impossible for the railroads to estimate the amount of damage suffered by reason of the windstorm which swept the state for nearly one hundred miles along the base of the mountains yesterday and last night. The wires were blown down, and trains were moved with great caution in the absence of telegraphic orders, seriously delaying traffic. Many freight cars had their roofs blown off, station buildings were damaged more or less, all through the storm region, and the wreckage was everywhere which further retarded the movement of trains.

Between Pueblo and Colorado Springs houses were damaged, haystacks blown away and out-buildings demolished. The property loss will be heavy among the ranchmen. The storm stands without a parallel, in many respects.

THREE FEET OF IT.
LAGUNA TRACKS COVERED.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
SANTA CRUZ, Nov. 12.—No trains were able to reach Palmar today on account of a mile of track being under water and the other tracks being three feet of water covered the track. In consequence no mail from the south was received here today. It is expected that the track will be repaired tomorrow for trains. The rainfall at Boulder Creek for twenty-four hours ending Wednesday was 7.14, making 17.83 for the season. The schooner Glen was thrown against the wharf today by a big wave. Her rail was smashed.

STORM HAVOC IS IMMENSE.

Railroad Damage Will Reach Thousands.

Telegraph Communication Restored.

Eastern Portion of Merced Inundated—Solano County Rejoices.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
SAN FRANCISCO, Nov. 12.—Telegraphic communication with the outside world is almost fully restored and details of the storm which raised such havoc with telegraph and telephone wires are beginning to come in. Not in many years has Southern California experienced a fiercer storm. The rainfall in that section is phenomenal. According to reports received by the Southern Pacific, the weather forecast is cloudy. No rain is shown in the forecast, but the reports of the storm showed no mercy for the lines of either of these big roads.

Seemingly solid earthworks, upon which the tracks were laid, were undermined as if they had been loose piles of soft sand; rails were torn up and carried along with the rushing torrents like toothpicks; telegraph poles were rooted out of the earth or snapped in two, while wires were twisted and tangled into a thousand knots. Great gulches were moved out of the ground thirty feet deep and several hundred feet long; massive stone abutments were carried off like much chaff, and even the stout spans of iron bridges failed to withstand the wind and water. Thousands of dollars' worth of damage has been done to railroad property in this State alone. It will take many days to repair the damage in some sections.

SNOW ON THE WAY.

A second storm is reported to be on its way. There has been a decided change in the temperature in Northern California, and according to Weather Bureau forecasts, the coming of a snow storm for a change. Its path is a little uncertain, but McAdie says there is a fair chance that it will strike San Francisco.

Shortly after the noon hour today the Southern Pacific Company's telegraph operators were able to communicate with the outside world in a satisfactory manner. Before that time, the Peking correspondence of the Morning Post, writing yesterday, "have written strong letters denouncing the punishment edict, and declaring that Tung Fu Hsian must be punished. Dr. Von Munst von Schwarzenstein, the German Minister here, told Li Hung Chang that the foreign powers must themselves punish the guilty officials."

Some damage is reported on the new coast line of Illinois, but the local offices that the inspection party composed of Vice-President H. E. Huntington, Chief Engineer Hood and General Manager Kruehach had left Salinas to continue its inspection. The party was stalled at Palmar, where they had just finished the construction of a new bridge; yet, despite its newness, the storm swept away one pier and spans and did other damage that will take some time to repair.

NEVIN'S STATEMENT.

General Manager W. G. Nevin, who headquarters are in Los Angeles, arrived in the city today on a special train. He reported numerous small washouts along the route. "We have spent a great deal of money of late," said Nevin this morning, "in fortifying ourselves against storms of this kind, and but for this fact I think the damage to the Santa Fe lines would have been much greater. But it is bad enough as it is. It would take a terrific storm to hurt us at all, so you can judge for yourself the severity of this storm. It seemed to me more like a cloudburst. We hope to have all our trains running on time again by Friday night. The Mariposa Creek flooded the tracks to such depth that it was impossible for a train to get through. On the Santa Ana road, work is going on to get the line open. A new bridge, yet, despite its newness, the storm swept away one pier and spans and did other damage that will take some time to repair."

RAILROAD IN BAD SHAPE.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
BOSTON, Nov. 12.—The New England coast line night inundated the entire eastern portion of the town, filling all cellars and yards and making it impossible for residents of that part of the town to get to their business houses this morning. At 11 o'clock today the waters had gone down considerably, but many houses are still surrounded by from two to four feet of it.

Between the Santa Fe and Southern Pacific roads were washed out in places inside the city limits, and the tracks are still in bad condition, but trains are moving over them very carefully.

SOLANO REJOICES.

WHOLE COUNTRY BENEFITED.
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SACRAMENTO NORMAL.

CALM PREVENTS DOWNPOUR.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
SACRAMENTO, Nov. 12.—Normal weather has prevailed here since the big storm of Tuesday night. Tonight the sky is overcast, but there is hardly a breath of wind, and unless a breeze comes up rain is not likely to fall. No reports of damage by Tuesday night's storm have been received beyond the breaking of a few windows, the overturning of some windmills and out-houses, etc.

TRACE AT FRESNO.

NO DAMAGE FROM FLOOD.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
FRESNO, Nov. 12.—Only a trace of rain has fallen in the last 24 hours, and the weather forecast is cloudy. No damage from the storm or flood is reported in this county, and the unusual rain has been a very welcome one to the grain farmers.

RIVERS BANKFULL.

SAN MIGUEL'S LONG SPELL.
(BY THE NEW ASSOCIATED PRESS.—P.M.)
SAN MIGUEL, Nov. 12.—It rained almost incessantly from Friday morning until about 10 o'clock today. It is the heaviest rainfall recorded in this section since 1899. The Salinas River is running bank-full and its rushing waters have attracted large crowds to the bridge, a quarter of a mile east of town. In many places the steep perpendicular banks of a week ago are much sunken, and washed away. The Sacramento and San Marcos are also raging torrents, and every little creek is now a swollen stream. Trains have been delayed all along the line. For the season, 5.65 inches have fallen.

PIKE'S PEAK GALE.

WROUGHT DESTRUCTION.
COLORADO SPRINGS RECOVERING FROM TERRIFIC WIND.

Two Hundred Thousand Dollars' Worth of Damage Done, but No Lives Were Lost—Street Railway Traffic Still Suspended.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
COLORADO SPRINGS (Colo.), Nov. 12.—The city is rapidly taking on its normal appearance after yesterday's storm. The damage, estimated at \$200,000, and is due entirely to destruction by the wind, all reports of serious fire losses being unfounded. There were ten alarms of fire in ten hours, but no fires occurred. Incandescent lights are burning tonight, but the streets are all dark, light wires and telegraph wires are still strewn across the trolley wires in many places and street-car traffic will not be resumed until some time tomorrow.

About five hundred houses and business blocks are damaged, and 150 trees are uprooted. No lives were lost in the storm. The damage to the city was struck by a telegraph pole and suffered a broken leg, has the most serious injury. The storm was not attended by rain or snow. The gale was directed from the southwest, and it was of the city, and it blew from 1 o'clock p.m. to 7 a.m. At 2:30 o'clock p.m., when the wind gauge at the Colorado College was destroyed, it registered a velocity of 82 miles per hour. The weather today has been fair and warm with little wind.

AT LEAST SIX FATALITIES.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
LITTLE ROCK (Ark.), Nov. 12.—The path of the storm in Arkansas is strewn with wreckage. The damage to the city was struck by a telegraph pole and suffered a broken leg, has the most serious injury. The storm was not attended by rain or snow. The gale was directed from the southwest, and it was of the city, and it blew from 1 o'clock p.m. to 7 a.m. At 2:30 o'clock p.m., when the wind gauge at the Colorado College was destroyed, it registered a velocity of 82 miles per hour. The weather today has been fair and warm with little wind.

CZAR DEAD.

SAYS REPORT.
Unconfirmed Telegram—Bulletin Indicates Crisis Is Past.

(NEW ASSOCIATED PRESS.—P.M.)
BRUSSELS, Nov. 12.—[By Atlantic Cable.] A private telegram from Paris makes the assertion that the Czar is dead. There is no confirmation from any other source.

CRISIS IS PAST.

(NEW ASSOCIATED PRESS.—P.M.)
ST. PETERSBURG, Nov. 12.—Today's bulletin from Livadia apparently indicates that the crisis is past.

PROBABLY UNFOUNDED.

(NEW ASSOCIATED PRESS.—P.M.)
LONDON, Nov. 12.—The rumor of the Czar's death appears to be unfounded. Nothing to confirm it has been received at the Russian embassies in Berlin and Paris, and the embassy here has received nothing since the bulletin yesterday (Thursday).

BETTER NEWS.

(NEW ASSOCIATED PRESS.—P.M.)
LONDON, Nov. 12.—Better news has been received as to the Emperor's condition at Copenhagen. A courier has arrived with news that the doctors believe the crisis has passed.

GOING TO PANAMA.

British Warship Phaeton Gets Orders to Join Her Sister Ship Where Colombian Rebels are Rampaging.
(BY DIRECT WIRE TO THE TIMES.)
VICTORIA (B. C.), Nov. 12.—[Exclusive Dispatch.] Supplementary orders have been received by the Phaeton, in dispatching the British ship to Panama, this morning, instructing the officers of that ship to hold her in readiness to follow her sister cruiser south on a similar mission.

Capt. Fleet of the Phaeton, since Admiral Beaumont's departure for Australia, is the officer in charge of this station, and the orders which have just been received are taken to mean that the revolution which has broken out at Panama and which is menacing British interests there, is assuming serious form.

By leaving in a day or so the Phaeton would overtake the Phaeton and arrive at the scene of the trouble several days before the latter ship could reach Panama. The ship is not expected to take an active part in the hostilities going on, but will simply stand by to see that British interests are not threatened.

The Phaeton left for the south early this morning. She will remain at Panama as long as trouble lasts, and then proceed to England.

DERRICKS DESTROYED.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
TOLEDO (O.), Nov. 12.—Yesterday's storm destroyed nearly three thousand derricks in the old fields south and east of here.

BUFFALO BREAKWATER.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
BUFFALO (N. Y.), Nov. 12.—Inspection of the government breakwater shows that a section about 150 feet in length was demolished by the storm of Tuesday night. The damage is estimated at \$20,000.

SHORT SESSION AND ITS CALENDAR.

CONGRESSMAN STEELS GIVES HIS PERSONAL VIEWS.

Reduction of Taxes a Good Thing—Passage of the Ship Subsidy Bill Probably—Does Not Favor Increase of the Army.

(BY THE NEW ASSOCIATED PRESS.—A.M.)
NEW YORK, Nov. 12.—Representative George W. Steels of Indiana, a member of the House Ways and Means Committee, is quoted in a Tribune special from Washington as saying of the work of the approaching short session: "I express my personal judgment only when I say that it would be a good thing for Congress to take action toward materially reducing the number and amount of taxes being paid by the people under the present revenue act."

"I do not think there is much doubt concerning the passage of the Ship Subsidy Bill during this session. The intention is to get this measure before the House as early as possible. It is a bill that ought certainly to pass."

"Under present conditions, I am not inclined to favor the establishment of an army of 100,000, as is being advocated in certain sections. Under the present law we have from 65,000 to 67,000 men. That is quite a large army. Now, when the conditions become such that an army of that size is not needed, we could easily reduce the number. I am not in favor of a permanent army of 100,000 just now, because I want to ascertain how many men we are likely to need when the army in Porto Rico has been reduced; when troops have been withdrawn from Cuba, and when the Philippines resolves itself into some tangible form, or is concluded, and guerrilla warfare is stopped."

"I think that the bill providing for a reorganization, so as to regulate the membership of the public in accordance with the increase of population, will pass. Some States under this law will no doubt suffer, while others will benefit."

"I do not think that the subject of decreased Southern representation, as a separate matter, will be considered at this session. There is no time for the discussion of that problem during a short session."

BURTON BALKS AT SHIPPING BILL.

THE CONGRESSMAN DOES NOT LIKE ITS PRINCIPLE.

Thinks also That the American Investor Will Make the Cost of Vessels Cheaper—Heavy River and Harbor Bill.

(BY DIRECT WIRE TO THE TIMES.)
WASHINGTON, Nov. 12.—[Exclusive Dispatch.] Representative Burton of Ohio, chairman of the River and Harbor Committee, will oppose the Ship Subsidy Bill. It has been known to Burton's friends that he did not favor the payment of subsidies for the purpose of upholding the American merchant marine, but hitherto he has refrained from making his opposition public. Burton said this evening:

"I intended to oppose the Ship Subsidy Bill in its original form, and I always have doubted if it could be passed unless greatly modified. I am still doubtful of its passage, and I probably will speak against it. I am not satisfied that the principle involved in the measure is correct. Besides, I believe that the American investor will make it possible for ships to be built here more cheaply than in any other country. One of the chief reasons why the American merchant marine has declined, I think, is that capitalists have found more profitable investment in other branches of industry."

The announcement of Burton's antagonism to the Shipping Bill has a political bearing, for it will tend materially to widen the breach already existing between him and his fellow-townsman, Senator Hanna.

It is probable that the River and Harbor Bill this year will carry one of the largest total amounts ever recommended by a House River and Harbor Committee. Burton said this evening that he hoped to have the bill ready for introduction the second week of the coming session. This probably will mean its early passage.

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WOULD SHOOT A RAIN.

Gathman Company Asks for the Katschin as a Target Upon Which to Try Its Gun's Power.
(BY DIRECT WIRE TO THE TIMES.)
WASHINGTON, Nov. 12.—[Exclusive Dispatch.] The Gathman Gun Company, which claims that its invention is the most powerful piece of ordnance in the world, has proposed to the Navy Department that the ram Katschin be used as a target in the trial of the gun, which is to take place soon under the observation of the Joint Army and Navy Board. Naval ordnance experts have been endeavoring to devise a target which will present the resisting qualities of a battleship, but the Gathman company wants a practical test, and is urging that the Katschin be sacrificed for the purpose, or, in lieu of that vessel, one of the Civil War monitors be used. It is not likely the department will use the ram, but the proposition concerning a monitor is more favorably viewed. The Katschin was built on plans drawn in accordance with the suggestions of Rear-Admiral Daniel Ammen. Her only purpose in war would be to ram enemy's ships. She has practically no armament, and her only chance for safety lies in heavy armor-plate protection.

REDUCTIONS IN TAXES WILL BE MADE.

ALL PROPRIETARY STAMP TAXES TO BE REFUNDED.

Many of the Documentary Ones Will Go When Bill Now Being Framed Is Passed—Efforts for Reduction on Beer and Tobacco.

(BY THE NEW ASSOCIATED PRESS.—A.M.)
NEW YORK, Nov. 12.—A Washington special to the Herald says all proprietary stamp taxes and most of the documentary stamp taxes will be repealed by the bill which the Republican members of the House Committee on Ways and Means are engaged in framing.

It has been learned that it is not the present intention to make any reductions in the taxes on spirits, fermented liquors or tobacco. The entire reduction will amount to about \$30,000,000. Taxes that have been fully collected to be repaid are those in schedule B of the war revenue act, embracing the proprietary taxes, amounting to about \$5,000,000; taxes on telegrams and express receipts, amounting to about \$2,000,000; legacy tax on bequests to religious, educational and charitable institutions, roughly estimated at \$500,000; taxes on mortgages, promissory notes, checks and drafts, insurance policies and premiums, warehouse receipts, certificates of various kinds, and various other taxes, except those on stock exchange transactions.

The cut in the documentary tax schedule footed about \$2,000,000, leaving about \$1,000,000 to be cut off to bring the total up to \$30,000,000. It is probable that these will be accomplished by the repeal of the special taxes imposed by the war revenue act on books, maps, and other articles, including tables, bowling alleys, theaters, circuses, and other places of amusement. Persistent efforts are still being made to reduce the taxes on tobacco, insurance, and other articles. Efforts are also being made to have further changes made in the legacy taxes, because legislators consider the laws of some of the States. The special excise taxes on refiners of petroleum and sugar will probably be retained.

The reductions are much heavier than the leading members of the Ways and Means Committee, who are now framing the bill, have previously stated. Secretary Gage stated that the condition of the treasury was such as to warrant a material reduction in the war revenue for the first four months of the present fiscal year was \$35,350,000.

FAIRBANKS'S PREDICTIONS.

Senator Says the Army Bill Will Be Passed Shortly After Congress Convenes.

(BY THE NEW ASSOCIATED PRESS.—P.M.)
PITTSBURGH (Pa.), Nov. 12.—Senator Charles W. Fairbanks of Indiana, who passed through Pittsburgh today enroute to Washington, stated that the bill providing for an increase in the regular army would be passed shortly after Congress convenes. The increase, he said, could not be less than thirty or forty thousand. The Ship Subsidy Bill would also receive favorable consideration and it was likely some definite action would be taken on the Indian claim measure.

gains Again Startle You.

We are making these so-called dull days the busiest. Our Prices are people. They wonder how we do it. We do what we've

Velveteen Skirt Binding 1c
The kind that sells every day for 1c, today only, also remnants of corduroy, brush edge and cord edge. First Friday 1c.

35c Laces Friday for 7c
Vel. laces with insertions, most of them are worth 10c, though there are a few 15c values among them. Why? They are a little heavier but then, that doesn't hurt them; a women's price Friday—7c.

6 1-4c Outing Flannels 2c
Remnants, but in just the lengths you want. They are in the usual dark style, stripes or checked; regular 4 1/2 quality—Friday 1c.

Remnants Dress Goods 7c.
Black and white, the identical fabrics for which we get the Southern price; Remnants—Friday 7c.

Remnants 8 1-3c Crash 5c
2 1/2 inches wide and in blue and red checked. You will have no problem for this any day but Friday—5c.

These 12 1-2c Towels 7 1-2c
Of extra heavy bleached cotton, 12x16, and regularly 7c—Friday special for Remnants—Friday 6 1/2c.

Boys' 20c Caps 5c
Of wool cloth, in a variety of the most desirable shades, approximately value—Remnants—Friday only 5c.

Men's \$4 Mackintoshes \$2.88
With detachable military cape, lined, and even some checked, and by others at 1c—here Remnants—Friday at \$2.88.

Men's Oilskin Coats 98c
Black throughout and warranted not to leak, they sell, usually at 1.00, but take your choice this one day—Remnants—Friday at 98c or better.

Men's \$2 Rubber Coats \$1.69
Of heavy sheet rubber with strong cemented seams, all lengths—Remnants—Friday at \$1.69.

Boys' \$1.75 Rubber Coats \$1.38
With arms and cemented seams, rubber and phenolic water proof, for boys 8 to 15 years of age. A big value Friday at \$1.38.

Ladies' 75c Corsets for 19c
Dark or white, long or medium waist, extra well made; 10c an old lot, Friday in the morning, at 19c.

Ladies' 25c Stockings for 10c
Blue or red, with double ends, excellent make and wear; the best of a couple of the lines—will be closed out Friday at 10c.

75c Flannelette Gowns 59c
Light colors, in assorted stripes and checked, made in Western Union style with lapels, collars—double front in back.

Child's Elderdown Bonnets 19c
With a sprinkling of Irish hennet, between the 19c and 25c, the edges with colored silk—the bonnets you may have for 19c.

North 50c to \$1.25, for 25c.
Laundered or unsundered, made of the best materials and with get two, three, four or even five for the price of one, want it pay

Men's Winter Underwear 33 1-3c
Shirts or drawers, flannel, ribbed, extra fine combed, extra long, 33 1-3c, with hand, plain or fancy colors; the best the value makes—Friday only 25c.

Fourth and Broadway.

Your Clothiers
things about our business
so, too:
of clothing, in Southern Cal-
overcoat you, or trousers you in a
for more.
very possible proposition, but if it
satisfaction, our tailors will see
are designed and made by such
us, whose fashions set the pace
our price, but the quality will be

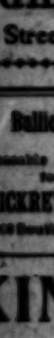
Clothing Co.
If YOU DON'T
find it here
then YOU CAN'T
find it anywhere!

117-125 North Spring St.

TERMS TAKEN.
NEW SCHEDULE.
DATED PRESS-P.M.I.
COO, Nov. 21.—The
Manager. Plim-
mer was practically
company presented
to the men, and
a session, it was
the terms of the new
schedule will go into ef-
Mark said that every-
thing settled, and
ended with what had
use of give and take."

new schedule will prove satisfactory."
In regard to the garden, many of
the sprinklers who presented themselves
they were not given representation to
the conference, have since agreed to
abide by any schedule that might be
drawn up by the railroad association.

LONG TERN FOR DYNAMITE.
ST. LOUIS, Nov. 20.—Maurice Newman,
man, arrested for dynamiting property
of the St. Louis Transit Company during
the recent street railway strike, was
found guilty by a jury today and con-
demned to serve ten years in the peni-
tentiary. Fred Norwamy and James
Schwartz, who were indicted with



WE ARE HERE.

Nothing Co.,
 100 South Broadway.

Mer Ballou Mining Company
 monthly stock—\$1.00 shares
 for \$10.

VICKERY & CO., Agents,
 100 South Broadway.

KINS VAN AND STORAGE
RATE FREIGHT OFFICE
 100 SOUTH BROADWAY

Without cracking when subjected to free acid which represents the invasion of insects, hence the setting upon them.

Free Press: "Well, one next morning, 'I did, and I am to ascertain when I try, according to Malleson, I saw a whole mob of men, all right," replied Blanche, a Chicago girl. You will see all."

Men's

Half Price.

of sample tailor

Suits at \$25

These sample suits of assorted models. The of the same quality every one of these, and descriptions therefore, of what cloth jackets; are set has girdle with with Panné velvet. Suits are military mode. Skirts are a silk drop skirt costumes like these they are pattern you to see them—er offered you.

Jackets.

and \$20.

Winter shades and black velvet collars. Sport coats, automobiles, but cover and broadcloth, an individual style. All

50 Kid Gloves

Women's

shades and white kid gloves with black and wavy pattern of these \$1.50 gloves for all sizes, on hand. **80c**

and \$3

s Hats

sale at \$1.10

shades and creases, all shades. Every hat is made the best of trimmings are from one of makers, whose name we mention. Hats for the self same quality and make.

of

s Shirts

of patterns and colors of shirts at prices which are less than half price.

Shirts at 33¢
 (suits—unlaunders)

Shirts at 70¢
 (suits; cuffs to match)

Shirts at 65¢
 or better \$1 shirts to top.

Shirts at \$1.05
 (suits—sweat patterns.

NOVEMBER 23, 1906.

HOUSE AND LOT.

Verus Flats in

Weather.

Project Tunnel an

Object Lesson.

Case on Trial.

Sales—Build-

ing Notes.

of rain during the

the first really heavy rain

of the season while it has

been a step to real estate

as well as to other lines of

business to have a more

active upon the real estate

market. A good rainfall in

the winter has been waiting

for them to come. We may

now have a more active

and a more active real estate

market during the coming win-

ter.

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that a contract for the brick factory of the Pacific Electric Company on Central avenue near Thirtieth street has been let to Carl Leonard. The following permits of 1906 and over, were issued by the City Superintendent of Buildings:

Ward Chapman, two-story frame dwelling, southeast corner Brooklyn avenue and 20th street, \$2,000.

C. C. Cohn, two-story frame residence, Grand avenue, between Eleventh and Twelfth streets, \$2,000.

H. A. Clarry, two-story frame residence, northeast corner Ninth and Garland streets, \$2,000.

Same owner, two-story frame residence, same location, \$2,000.

Lee W. Foster, two-story frame and stone residence, west side Chester place, between Twenty-fifth and Adams streets, \$15,000.

Ducommun estate, alterations to three-story business building, on northeast corner of Commercial and Main streets, \$2,000.

SELLING ELECTRIC LIGHT.

London is About to Try New Method in District Inhabited by the Asiatic

SPECIAL CORRESPONDENCE OF THE TIMES.

NEW YORK, Nov. 18.—A method of selling electric light, which is about to be tried on a large scale in London, appears likely to meet the demand for cheap illumination among the masses of the English metropolis. The districts in which these operations are to be carried on are Poplar, Bromley and Bow, three of the localities of the city. The streets in this part of the city have always been dark. The electric light has been introduced through a series of streets, and this number is to be largely increased in the immediate future. The object is to sell the electric light to the masses, so that the price of current so low that it will be cheaper for the working classes to avail themselves of electricity than gas for lighting their homes. The leading feature is that the light is to be installed in the dwellings free of cost to the residents, so that the tenant need only pay for the amount of electricity consumed. The charge for light is 8 cents, 5 cents and 10 cents per unit, while for motive power it will be sold at the purely nominal cost of 2 cents and 4 cents per unit. The present cost of gas is 8 cents per 100 feet, and as about five units of electricity is equal to 100 feet of gas, a considerable saving through using the current is secured.

SLOT PAY STATIONS.

Used in New York for Long-Distance

Telephone Messages.

SPECIAL CORRESPONDENCE OF THE TIMES.

NEW YORK, Nov. 18.—The nickel-in-the-slot pay station for ordinary telephone messages is now common in many cities. Recently a similar pay station has come into use for long-distance messages. The outfit includes the entire board with battery box, to which the telephone instrument is attached. The box measures 10 inches by 6 inches, by 14 inches, and half of the board is occupied by the telephone. In this device there are the two varieties of signals for the operators at the central exchange to remember deep going and clear musical bell. There are four slots, for 5 cents, 10 cents, 15 cents and 20 cents, respectively. One tap on the bell indicates the "Central," and two taps a dime. One tap on the gong indicates a 25-cent piece, and two taps a 50-cent piece. There is no chance of "beating" the machine. The slots in which the coins are placed are curved, so that it is impossible to withdraw the coins by attaching a string or wire after the signal has been given. After the coin has been placed in the slot and the lever which starts the mechanism is moved, the lever cannot be returned to the original position until the coin has been dropped. Coins smaller than those demanded simply slip through the machine without giving a signal, while those larger than the one side are ejected by means of a powerful magnet. The coin receptacle is secured by a parabolic lock, each box having a different kind of key. The whole device can be fitted for desk use when required.

REMOVING OLD TRACKS.

New Machine That Tears Up Rails and Breaks Them into Any Desired

Length.

SPECIAL CORRESPONDENCE OF THE TIMES.

NEW YORK, Nov. 18.—A machine called the "rail-breaker" is now used for tearing up old railroad tracks. One machine will do as much work as a gang of men and at the same time breaks the rails up into suitable lengths for scrap. The rail-breaker consists of a platform carried on two trucks, and propelled by a 15-horsepower electric motor. At the forward end of the platform is erected a pair of stout, upright timbers, each of which carries a sheave at its top. The lower end of the timbers, about 10 feet apart, is connected by a chain and the rail is bent up to the top of the rails. A heavy chain is provided with massive grippers, and is carried up over the sheave and leads down to a drum on the platform. The chain is electrically connected to intermediate gearing. When the rail-breaker is in operation the two uprights are placed on the track at the point at which the rails are to be broken. Tension is then put on the chain and the rail is bent up to the top of the rails. The machine can break the heaviest make of girder rail to any length that may be desired. This breaking up of the rail in short pieces makes it easier to handle, besides causing it to bring about 10 more for scrap than a rail in 10-foot lengths. The lengths are left lying on the ground to be gathered up by the laborers and taken to the scrap pile. The machine is capable of tearing up several thousand feet of track in one working day, and makes the widening or the relaying of a track an infinitely more rapid process than it has ever been before.

Huge Books Found in Peking.

(Japan Mail) When Peking fell a

Buddhist priest named Hsueh, who

had been to the temple before the

present trouble, at once repaired to it

to inspect its treasures, which he had

been allowed to look at previously. The

search revealed to him several val-

uable objects, of which the most

valuable was a complete set of Bud-

dhist texts done into the Tibetan lan-

guage. The volumes were of prodigious

size, so prodigious, indeed, that a

pack-horse could only carry two or

three volumes at a time, and as there

were some 500 copies, their transporta-

tion all at once would require the ser-

vices of 100 horses.

Indianapolis Press: (Wynn) Do you

believe all those stories about the

spread of the drinking habit among

American women?

(Tutcher) Bah! Nonsense! Still, there

is this fact to support the statement:

they are showing an inclination to

become politicians.

There's no doubt about it, but the

character about the

make that good, dress

and adorn. Tailoring Dept.

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THE VIAGRAPH.
A Newly-Invented Device for Measuring and Recording Surface Conditions of Roads.

SPECIAL CORRESPONDENCE OF THE TIMES.]
NEW YORK, Nov. 18.—The viagraph is a newly invented device for measuring and recording the surface conditions of the road over which it travels. While the viagraph serves the same

urpose as the orograph, it differs from that instrument both in construction and principles of working. The viagraph consists essentially of a straight edge, which is drawn over the road surface. To this straight edge a lever is attached, working on a pivot, while on its free end it carries a serrated road wheel. As the straight edge is drawn along the road it maintains a fairly even line,

the surface of the road varies. These changes and fallings of the road wheel are recorded by means of a pencil upon a roll of paper passing over a small drum. Another pencil also draws upon this paper record, simultaneously with the profile pencil, another straight line which the indicating pencil would have drawn had the road over which the apparatus is at that moment traveling been perfectly

obtain the exact characters and measurements of the unevenness in the road's surface. If the road is a tolerably good one the machine will record only an unevenness corresponding to about twelve feet in the mile, while upon a bad road it will indicate an unevenness of 100 feet or more in the same distance.

Table Designed for Surgical Work That Holds the Animal Firmly Without Injuring Him.

SPECIAL CORRESPONDENCE OF THE TIMES.
NEW YORK, Nov. 19.—There has always been more or less suffering connected with the placing of a horse in a suitable position for surgical operations. The legs are usually hobbled

by sheer physical force. Very often bones are broken by a fall, and in many cases the frightened animal, jumping and kicking to the best of his ability, is liable to be severely injured. A London veterinary surgeon has perfected a device which enables the most difficult operation to be performed on a horse with absolute safety to the animal and with the greatest ease to the surgeon. The invention

consists of a massive iron framework, large enough to hold a horse inside. This framework is suspended on a central horizontal axis, so that it can be turned around in either direction. The two standards upon which the frame rotates are sunk into the earth and heavily weighted, so as to be absolutely rigid. The animal's head is thrust into the front end piece of the frame, the sides of which are padded, so that no injury may be in-

connections for the collar ropes. On the back end, pins and pieces are adjusted to the machine, gear wheels, etc., by which the machine and its movable parts are controlled. The swinging of the frame to any position is merely a matter of pressing a lever, and so admirably is the machine balanced that a heavy horse can be twisted round with out the slightest difficulty. Before entering the frame the

ollar, supplied with two stout cords around its body is securely strapped a road canvas belt, the upper side of which is attached to two chains depending from a compensation bar. The side bars are firmly secured, the head fixed into the front end piece by means of the collar straps, and the feet are hobbled to a stout and heavy chain which is attached to a bar on the back end piece. By slight

lightly apart - and kept absolutely still. As soon as the horse is placed in the frame he is lifted a few inches from the ground. The motion is so gradual that the animal can scarcely perceive it, and even if he should want to kick he cannot. The frame is then revolved in any direction. If necessary the horse can be turned completely upside down, and every part of his body is rendered accessible.

The Use of Turf as Fuel.
[Washington Star:] "The present high price of coal," says United States Consul Hughes at Coburg, Germany, in a recent letter to the Department of State, "has brought to the front the question of using turf for fuel and heating purposes." The inability to buy turf quickly and cheaply has been an obstacle in the way. Turf contains

about 1 per cent. of water, and loses very little of this moisture in ordinary drying." Attempts to use it for the production of gas on a large scale have been unsuccessful, as it could not be condensed sufficiently for that purpose. It is now proposed to reduce the turf pulp, destroying the fiber. After this the mass can be easily dried,

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